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Realizing World-Class Port with International Direct Call At Kariangau Port, Balikpapan

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Abstract

International Direct Call is a method of shipping containers directly from domestic ports to foreign ports of destination without making any stops at domestic ports. The East Kalimantan region now has an international connection thanks to the International Direct Call from Kariangau Port, managed by PT Pelindo IV and PT Kaltim Kariangau Terminal (KKT). The introduction of direct calls through the Port of Balikpapan has boosted the economy of East Kalimantan and its environs on a broader scale. One is lessening planned operations expenses for USD 300-500 for each compartment and decreasing the span of ware shipments to various commodity objective nations. This research focuses on the development and management of international direct calls, as well as the threats and roles of related institutions at the Kariangau port in Balikpapan. Using qualitative descriptive analysis, the researchers collected data through in-depth interviews and direct field observations. It is known from this research that: It has been demonstrated that Pelindo IV's International Direct Call program improves the time and cost efficiency of export activities. For instance, exports to China now take just 16 days instead of the previous 24 days, exports to Japan now take 18 days instead of the previous 28 days, and exports to Korea now take 17 days instead of the previous 26 days. Additionally, the expense per holder has been diminished radically, from arriving at IDR 4 million for each compartment to just around IDR 792 thousand for every compartment. According to Pelindo IV's calculations, the export time to Shanghai, China, will be reduced from 25 to 30 days for direct calls from Balikpapan to 9 days. The port of Kariangau, Balikpapan, has become a world-class pioneer in the New Capital Region thanks to this remarkable achievement.

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Keywords: International Direct Call, KKT Port, World Class Port

INTRODUCTION

The maritime and marine sector is very important to Indonesia in terms of economic and environmental, sociocultural, legal, and security considerations because it is an archipelagic nation with wide seas and long coastlines. In any case, up until this point, this area has gotten less serious consideration when contrasted with the central area. One thing that can be observed concerning the development of a region is the rising flow of passengers, goods, and vehicles with increased mobility. In the end, this will call for effective transportation services that are safe, smooth, and efficient. The port is a component that plays a crucial role in sea transportation. Along with different components to make a transportation framework that upholds public monetary development.

In activity, the port should give the essential framework to help the smooth running of boats and products being dumped. Because it will not smooth the flow of goods and ships, excessive port facilities will benefit the use of services and may have a wider impact, including the inability to support the growth of other economic sectors, ultimately detrimental to society. Suppose the annual area of the stacking yard and the number of goods loaded and unloaded are considered when planning port facilities and services. In that case, the issues mentioned above can be resolved. Kariangau Port supports the maritime economy in the East Kalimantan region, which is part of the Indonesian Archipelagic Sea Lanes (IASL) II. Through its functions and uses, it also has the same advantages.

The Kariangau Port covers a total of 2,721 hectares and is situated in the Kariangau Industrial Area (KIA) of the City of Balikpapan. An important part of the Indonesian Archipelagic Sea Lanes (IASL) II, the KIA Kariangau Port is an international container port in Balikpapan Bay facing the Makassar Strait. This strategic position makes the mobilization of goods for domestic and international destinations (export-import) easier. This condition is upheld by the profundity of the Balikpapan Straight Ocean, which can be passed by ships with a limit of 50,000 tons and afterward stacked and dumped at the Kariangau Holder Terminal. The Kariangau international container terminal has a surface area of approximately 57.5 hectares and is used for the loading and unloading containers, general cargo, and coal. This Kariangau port provides services like; Anchoring, scouting, delay and shipwreck services, mooring, and water services, and the launch of International Direct Call or International Direct Trade Shipping Services in 2018 are just a few

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offerings.

Containers can be shipped directly from domestic ports to overseas destination ports using direct call, which avoids making any stops at domestic ports. The East Kalimantan region now has an international connection thanks to the International Direct Call from Kariangau Port, managed by PT Pelindo IV and PT Kaltim Kariangau Terminal (KKT). The introduction of direct calls through the Port of Balikpapan has boosted the economy of East Kalimantan and its environs on a broader scale. One is to shorten the duration of commodity shipments to several export destination nations and reduce logistics costs to USD 300-500 per container.

It has been demonstrated that Pelindo IV's International Direct Call Program improves export activities' time and cost efficiency. For instance, exports to China now take just 16 days instead of the previous 24 days, exports to Japan now take 18 days instead of the previous 28 days, and exports to Korea now take 17 days instead of the previous 26 days. Additionally, the expense per holder has been diminished radically, from arriving at IDR 4 million for each compartment to just around IDR 792 thousand for every compartment. According to Pelindo IV's calculations, the export time to Shanghai, China, will be reduced from 25 to 30 days for direct calls from Balikpapan to 9 days.

Therefore, this research aims to find out and analyze the development of international direct calls at the Kariangau Port of Balikpapan to realize a world-class port in the New Capital Region based on the preceding background.

RESEARCH METHODS

Because it was carried out in natural settings, the research methods in this study are qualitative or naturalistic descriptive. According to Sugiyono (2009), qualitative research methods are those that focus on natural object conditions (as opposed to experiments), use triangulation (combined) data collection techniques, employ inductive data analysis, and place an emphasis on meaning rather than generalization in the findings. The process of examining and comprehending the meaning of individual and group behavior, describing social or human issues, is called qualitative research. The exploration cycle incorporates making research questions and strategies that are as yet temporary, gathering information in member settings, dissecting information inductively, incorporating halfway information into topics, and afterward giving an understanding of the importance of information. Putting together a report with a flexible structure is the final task. This study was carried out at PT. Kaltim Kariangau Terminal,

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PT. The Balikpapan TNI AL Base, Pelindo IV Balikpapan, Kesyahbandaran, and Balikpapan Port Authority The development of international direct calls at the Kariangau Port of Balikpapan in the realization of a world-class port in the New Capital Region influenced this location's selection as the research site. Utilizing the Miles, Huberman, and Saldana (2014) model for data analysis and observation-based data collection methods. This study's data validation technique uses triangulation of data and and sources in the final section.

DISCUSSION

Outlining International Direct Call Concept

Ports as ocean transportation framework have a vital and key job in modern and exchange development. They are business fragments that can add to the economy and public improvement since they are essential for the chain of transportation and planned operations framework. As a result, port services must run smoothly, safely, and quickly if port management is effective, efficient, and professional. The distribution of goods and services in Indonesia, particularly to the islands in Eastern Indonesia, is greatly facilitated by sea transportation (Putra et al., 2016). To fulfill this role, a port service program and support for the port infrastructure with sufficient facilities. PT is one of the ports in the East Kalimantan area. Kaltim Kariangau Terminal has a decent essential situation to be created, given the monetary potential to increment territorial improvement through the Worldwide Direct Call program.

According to Triatmodjo (2009), port performance can determine the level of port service provided to port users (ships and goods) based on the ship's service time. High port execution demonstrates that the port can offer great support. A port's technical efficiency, cost-effectiveness, and effectiveness can all be considered when assessing its performance. According to Talley (2007), the port's effectiveness is influenced by how well it provides services for the flow of goods to expeditions or shipping companies.

In the meantime, Tongzon (2004) identifies the following port service variables: the productivity level of the terminal port, freight dealing with costs, dependability, inclination for choosing the port of the profundity of the delivery channel. Tongzon (2002) used a number of variables to determine port competitiveness in another study, including: efficiency, the regularity of ship visits, the completeness of the infrastructure, the location, the cost of the port, the speed with which users can be helped, and the reputation for damaging goods. Understanding the nature of port service activities is necessary in order to identify the

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dimensions of port services' attributes. The fundamental capability of port administrations is to work with intra-and between modular developments of transportation, as a middle for ocean transportation administration exercises and as a middle for dispersion and solidification of merchandise. In this manner, in doing its capabilities, the port gives different administrations (Gurning and Budiyanto, 2007).

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Development of International Direct Call at Kariangau Container Port

PT Pelabuhan Indonesia/Pelindo IV (Persero) in April 2020, expanded direct export services, known as International Direct Call, through the container terminal owned by PT Kaltim Kariangau Terminal (a subsidiary of Pelindo IV) (Interview with Subiyan, February 24, 2022). These services are referred to as International Direct Calls. International Direct Call is shipping containers directly from domestic ports to overseas destinations (or the other way around: overseas to domestic) without stopping at any ports within or outside the nation. According to Subiyan's interview on February 24, 2022, the following are some advantages of Direct Calls:

a. A cost efficiency of less than half, or about USD 1,000; b. A time efficiency of less than half, or between nine and fifteen days; c. Goods are not damaged because they are no longer subject to double handling.
b. PAD rises as a result of SKA's regional origination. For instance, the South Sulawesi province's export volume increased to 224,752 tons, or 13,012 containers, or Rp. 10.4 trillion in the six months since Direct Call's launch.

Beforehand, Pelindo IV had additionally prevailed regarding working with the execution of

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Global Direct Calls at the four ports it made due, particularly Makassar Port, Sorong Port, and Bitung Port. This is a concrete step taken by Pelindo IV to boost exports from the Eastern Indonesia Region and the maritime sector's economy (the "Blue Economy"). This Global Direct Call from PT Kaltim Kariangau Terminal (KKT) will become Worldwide Relations for the East Kalimantan district; this will have a multiplier impact on the Eastern Indonesia Locale (EIL). On a more extensive scale, the execution of an immediate call through the Port of Balikpapan has improved the economy of East Kalimantan and its environmental elements. One way to do this is to cut the cost of logistics by $300 to $500 per container and shorten the time it takes to ship commodities to several countries that are export destinations (interview with I. Syarifudin, 25 February 2022).

KKT (PT. Kaltim Kariangau Terminal), as the manager of the container port in Kariangau, has adequate facilities to accommodate direct calls. He says the current terminal capacity can still facilitate heavy loading and unloading flows. Because of the total capacity of 300 thousand TEUs per year, only about half is used. The KTT pier is 270 meters long and up to 14 meters deep. Ships weighing up to 35 thousand DWT (deadweight tonnage) can be passed, equivalent to a 200-meter-long ship. The service is also fast, and there will be no long queues.

Potential and Advantages of International Direct Call Development at Kariangau Container Port

Concerning the execution of global direct calls, the Balikpapan Office of Business and Industry (Kadin) expressed that they are prepared to help with the execution of direct calls. The competitiveness and value of local goods will undoubtedly rise due to the opening of international markets. Exporters need to comprehend this's significance. Direct shipping to international routes has a domino effect that can accelerate regional economic growth. According to Sudaryadi (2007), the development of infrastructure in a region can affect increasing people's access to resources, increasing resource productivity, and driving economic growth. A region's economic growth, social welfare, and environmental quality are strongly correlated with infrastructure or facilities and infrastructure. The improvement of infrastructure is an essential component of national development. The engine of economic expansion is infrastructure. Transportation area exercises are the foundation of the appropriation example of the two merchandise and travelers. The area-based infrastructure development strategy is becoming more and more important.

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Pelindo IV identifies several real advantages in evaluating the implementation of direct exports (International Direct Call). Reduced costs and time by up to fifty percent, among other things. Due to shorter travel times and container coolers that maintain a temperature of minus 20 degrees, international direct calls have also succeeded in maintaining the quality of export products. The ideal opportunity for appropriating commodity merchandise can be decreased to under 20 days, so the nature of the products can be kept up with at the port of objective. Export prices can be kept the same, which, in turn, is a real effort to cut costs associated with national logistics. Pelindo IV's Global Direct Call Program has been demonstrated to expand the productivity of commodity exercises concerning time and cost. For instance, exports to China now take just 16 days instead of the previous 24 days, exports to Japan now take 18 days instead of the previous 28 days, and exports to Korea now take 17 days instead of the previous 26 days. Additionally, the expense per holder has been diminished radically, from arriving at IDR 4 million for each compartment to just around IDR 792 thousand for every compartment. According to Pelindo IV's calculations, the export time to Shanghai, China, will be reduced from 25 to 30 days for direct calls from Balikpapan to 9 days.

Challenges Faced by International Direct Call at the Kariangau Container Port

One of the technical issues was the availability of goods supply from four locations in Indonesia's central and eastern regions. Importers have generally concluded that exported goods are ready-to-use goods. Hence, the public authority should speed up endeavors to downstream East Kalimantan's better items into prepared than use items. The number of goods large enough to be exported directly abroad will heavily influence the development of international direct call implementation. In the meantime, the product volume from Balikpapan is considered deficient to be sent straight by direct call. Therefore, extra commodity volume is required from different districts in East Kalimantan. In this instance, local governments and other relevant agencies heavily influence locating of exportable goods in their respective regions.

Based on the information we obtained, this PT. Because it saves time and money, Kaltim Kariangau Terminal picks up goods and products from Balikpapan, concerning the regions that help out PT. Samarinda, Tarakan, Nunukan, and Tg. are all Kaltim Karingau Terminals. Pantoloan, Redeb, Toli-Toli, Mamuju, Gorontalo, Bitung, and Ternate. However, this makes development difficult due to the limited supply of goods. Shipping companies are also considered unprepared for investment, which is a problem. Worldwide direct delivery requires huge speculation, so

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transportation business entertainers need to track down assets before, at long last, having the option to ideally acknowledge direct calls from East Kalimantan through the holder port overseen by PT Kaltim Kariangau Terminal. In this instance, associations, local governments, and other stakeholders must collaborate cohesively.

The Future of International Direct Calls at the Kariangau Container Port

It is anticipated that entrepreneurs in East Kalimantan, particularly in Balikpapan, will benefit from the direct call service provided by the Balikpapan Kariangau Industrial Area (KIA). This case is because direct export services have yet to achieve their full potential even though it is believed that this service can boost regional initial income (PAD). Because KKT has the potential to become the primary or connecting port for other Kalimantan cities, entrepreneurs and exporters stand to gain. Therefore will consequently turn into a coordinated factors port focus. Additionally, various production equipment, facilities, and service readiness levels have supported KKT. The arrival of several foreign ships carrying imported goods and loading and unloading at the Kariangau container port marked this. The availability of one-stop port services following regulators' offices within the KKT environment is another advantage. The police, each Syahbandar and Port Authority Office (KSOP), Customs, Immigration, Quarantine Center, and Port Health Office.

This situation is where the government's role is needed to support the abovementioned potential and efforts. Beginning to collect data on each region's potential for export, encouraging direct shipments from the regions, and making it simple for business actors with export-worthy commodities to obtain product certification to provide the product following the country's quality standards. Including taxes imposed by customs in addition to the region of origin. One of the initiatives taken to develop infrastructure is the creation of International Direct Calls. Decker et al. (2003) emphasized that infrastructure expansion through capacity expansion will benefit economic growth nationally and regionally. Despite the higher development costs, the infrastructure development must be acceptable to the community in light of environmental, urban spatial planning, and socioeconomic considerations.

CONCLUSION

As part of the transportation and logistics system's chain, ports are a business segment that can contribute to the economy and national development because they play a very

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important and strategic role in the growth of industry and trade. To fulfill this role, a port service program and support for the port infrastructure with sufficient facilities. PT is one of the ports in the East Kalimantan area. Kaltim Kariangau Terminal has a decent essential situation to be created given the monetary potential to increment territorial improvement through the Worldwide Direct Call program

KKT (PT. As the manager of the container port in Kariangau, Kaltim Kariangau Terminal) has excellent facilities for taking direct calls. Pelindo IV identifies several real advantages in evaluating the implementation of direct exports (International Direct Call). Reduced costs and time by up to fifty percent, among other things. Due to shorter travel times and container coolers that maintain a temperature of minus 20 degrees, international direct calls have also succeeded in maintaining the quality of export products. Pelindo IV's Global Direct Call Program has been demonstrated to expand the productivity of commodity exercises concerning time and cost. Because East Kalimantan is adjacent to international shipping lanes, the development of International Direct Call is one of the efforts made to expand capacity, which will positively impact economic development at the national and regional levels. It is also an effort to carry out international standard port development efforts by improving supporting port infrastructure. Specifically, IASL II, the Indonesian Archipelagic Sea Lanes. Efforts to establish international direct calls at the Kariangau Balikpapan port may have a significant and positive impact and have implications for constructing a port of world-class quality in the new capital area.

In light of the examination led, there are a few suggestions as follows:

a. The government must play a role in encouraging the growth of international direct calls at Balikpapan's Kariangau Port. Beginning to collect data on each region's potential for export, encouraging direct shipments from the regions, and making it simple for business actors with export-worthy commodities to obtain product certification to provide the product following the country's quality standards. Including taxes imposed by customs in addition to the region of origin.
b. The direct call service from the Balikpapan Kariangau Industrial Area (KIA) is expected to be available to business owners in East Kalimantan, particularly in Balikpapan. This effort is because direct export services have yet to achieve their full potential even though it is believed that this service can boost regional initial income (PAD).

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